

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List," Published every Evening.

PRICE, \$24 PER ANNUM.

Shipping.

Sailing Vessels.

FOR FOOOCHOW.

The British Ship
"BLACK PRINCE"
Capt. HENRY, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, May 17, 1879.

FOR NEW YORK.
The A 1 American Schooner
"EDWARD MAY."
Capt. JOHNSON, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, May 21, 1879.


FOR NEW YORK.
The A 1 American Bark
"EDWARD MAY."
Capt. JOHNSON, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, April 30, 1879.


FOR SAN FRANCISCO,
The American Bark
"VESUVIUS,"
Captain CULL, will load here
for the above Port, and will
have quick despatch.


For Freight, apply to
RUSSELL & Co.
Hongkong, May 8, 1879.

FOR NEW YORK.
The A-1 American Ship
"HATTIE E. TAPLEY,"
TAPLEY, Master.
For Freight, apply to
VOGEL & Co.
Hongkong, May 19, 1879.

FOR HAMBURG.
The British Bark
"GOLDEN FLEEC,"
WILTSHIRE, Master.
For Freight, apply to
VOGEL & Co.
Hongkong, May 7, 1879.

 **FOR NEW YORK.**
The **1** American Ship
"HAZE,"
EVANS, Master.
For Freight, apply to
VOGEL & Co.
Hongkong, April 18, 1879.

 **FOR SAN FRANCISCO.**
The **1** American Ship
"EDITH,"
MARSON, Master.
For Freight, apply to
VOGEL & Co.
Hongkong, March 28, 1879.

 **FOR LONDON.**
The **1** American Ship
"PRIMA DONNA,"
LUXE, Master.
For Freight, apply to
VOGEL & Co.
Hongkong, March 28, 1879.

Notices to Consignees.

FROM HAMBURG VIA SINGAPORE.

THE S. S. *Olef* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 1st June will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

RUEHMSEN & Co.,
Agents.

Hongkong, May 26, 1879. [sd]

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *Alaska*, Captain **SALBURY**, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

The above Steamer having incurred General Average, Consignees of Cargo and Treasure are notified that a General Average Bond is now lying at our Office and will require their Signature before delivery.

RUSSELL & Co.,
Agents.

Hongkong, May 10, 1879.

Intimations.

NOTICE.
THE Interest and Responsibility of the Underigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po), CEASED from the 1st August, 1877.

CHUN AYIN.

Hongkong, April 6, 1878.

NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the services of Mr LEONG YOOK CHUN, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG OHIM.

Lessee of the Hongkong Chinese Mail.
Hongkong, April 6, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOLDEN ELEGANT, British barque, Capt. James Whitbread.—Vogel & Co.

ALBA, British barque, Captain George Robb.—Jardine, Matheson & Co.

VESUVIUS, American barque, Captain F. W. Call.—Order.

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury.—Arnold, Karberg & Co.

BRAYLE, British steamer, Captain D. Scott.—Jardine, Matheson & Co.

BREITOVEN, German barque, Captain Haje.—Malchers & Co.

KILLARNEY, British steamer, Captain Harry O'Neill.—Gibb, Livingston & Co.

ALICE O. DICKERMAN, American 3-m. schooner, Captain Wm. J. Bugant.—Order.

EXETERIAN, American barque, Capt. D. B. Kddy.—Captain.

ANNA.—Danish schooner, Capt. Lassen.—Chinese.

BATHEORN, British barque, Captain C. Mead.—Wiesler & Co.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "YANGTSE," E. SCHULTZ, Master, will be despatched for the above Port TO-MORROW, the 29th inst., at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, May 28, 1879. my29

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANIS,"

Commanded by M. LA MARCELLE, will be despatched for SHANGHAI TO-MORROW, the 29th inst., at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. my29

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "YANGTSE,"

Commanded by M. LA MARCELLE, will be despatched for SHANGHAI TO-MORROW, the 29th inst., at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. my29

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 31st May, 1879, at 11 o'clock a.m., at Messrs MELOERS & Co.'s GODOWNS,—

(For account of whom it may concern.)

51 Muntz Yellow Metal Rods.

5 Lowmoor Plates.

10 Best Staffordshire 8ft. x 4ft. 6in. Iron Plates, thick.

6 Best Staffordshire 8ft. x 4ft. 6in. Iron Plates, thick.

6 Best Staffordshire 10ft. x 4ft. 6in. Iron Plates, thick.

212 Best Staffordshire 10ft. x 4ft. 6in. Iron Plates, thick.

6 Thornycroft Boiler Plates.

1 Copper Plate.

35 Iron Boiler Tubes, 24in. x 7feet.

52 " " " 24in. x 7feet.

160 " " " 24in. x 7feet.

41 " " " 3in. x 7feet.

85 " " " 3in. x 7feet.

7 " " " 2in. x 16feet.

101 " " " 24in. x 16feet.

100 " " " 24in. x 16feet.

48 " " " 3in. x 16feet.

49 " " " 3in. x 16feet.

8 Frames Brown Sheet Lead.

4 Frames Boiler Felt.

1 Oak Lead Flap.

2 Balls Sheet Lead.

10 Cills Best Charcoal Wire Rope, assorted sizes.

180 Casks Portland Cement, White Brothers.

TERMS.—Cash on delivery.

G. R. LAMBERT, Auctioneer.

Hongkong, May 28, 1879. my31

To-day's Advertisements.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Hongkong will be CLOSED and WITHDRAWN from 1st July next. CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, and transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, Manager.

Oriental Bank Corporation, Hongkong, May 28, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. YANGTSE.

NOTICE.

CONSIGNEES of Cargo per S. S. Indus and Copernicus, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before TO-MORROW, the 29th inst., at 9 a.m., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 4th June, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. ja4

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUER, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 10th of June, 1879, at Noon, the Company's S. S. TIGRE, Commandant CHAMPEAUX, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 9th of June, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 28, 1879. ja10

SHIPPING.

ARRIVALS.

May 27, Adria, British steamer, 780 G. Stewart, Saigon May 22, Rica.—P. & O. S. N. Co.

May 28, Maharajah, British steamer, 994, Clark, Saigon May 23, Rica.—SIEMSEN & Co.

May 28, Yangtze, British steamer, from Canton.

May 28, 7 a.m., Hwai Yuen, Chinese steamer, 984, O. Wilson, Shanghai May 23, 1 a.m., General.—C. M. S. N. Co.

May 28, Ningpo, British steamer, 761, R. Cass, Shanghai May 24, General.—SIEMSEN & Co.

May 28, Mosquito, British gunboat, from Canton.

May 28, Yang-tse, French steamer, 2400, Nomdedeu, Marseilles April 30, Naples 22, Port Said 27, Suez 28, Aden May 8, Galle 14, Singapore 21, and Saigon 26, Mails and General.—MESSAGERIES MARITIMES.

May 28, Yotung, British steamer, 286, D. McCougall, Swatow May 27, General.—Kwok Aongong.

DEPARTURES.

May 28, Achilles, for Shanghai.

28, Flery Cross, for Manila.

28, Fei-hoo, Chinese R.O., for a cruise.

28, Hwai Yuen, for Canton.

28, Argyl, for Hankow.

28, Ningpo, for Canton.

28, Nissen, Japanese man-of-war, for Amoy.

28, Salvador, for Manila.

CLEARED.

Memnon, for Hilo.

Yangtze, for Shanghai.

Huaili, for Taiwan.

Galley of Lorne, for Saigon.

Alber, for Amoy, &c.

Bethoven, for Vanglum (Cochin-china).

Korogon, for Manila.

PASSENGERS.

Per Yangtze, for Hongkong; from Marseilles, Mr. Stibel, and Mrs. J. L. Anderson, Mr. and Mrs. Morris and child, Rev. Munier, Rigouin, and others; from Singapore Messrs David and servant, G. V. Gary, and R. P. Holman; from Saigon, Messrs Konisli, Kojima, O. Yamao, Ouli, and Courard, and 24 Chinese.—For Shanghai: from Marseilles, Messrs Wood, Keller, and Bonstan, and Rev. Ragner.—For Yokohama: from Marseilles, Messrs Schol and son, and Kaube; from Naples, Mr. La Colombo.

Per Hwai Yuen, from Shanghai, Mr. J. M. Kinsman and two Masters Purcell, and 60 Chinese.

For Ningpo, from Shanghai, Mr. Stibel, and 28 Chinese.

For Yotung, from Swatow, Capt. Schmitt, Mr. Horn, and 164 Chinese.

For Adria, from Saigon, 70 Chinese.

For Maharajah, from Saigon, 6 Chinese.

For Achilles, for Amoy, 150 Chinese; for Shanghai, Messrs J. S. Raymond, and O. P. V. Cooper.

To DEPART.

Per Yangtze, for Shanghai, 70 Chinese.

Per Galley of Lorne, for Saigon, 100 Chinese.

Per Alber, for Amoy, &c., 2 Europeans, and 25 Chinese.

Per Bethoven, for Vanglum, 17 Chinese.

SHIPPING REPORTS.

The British steamer Adria reports: Fine monsoon to within 100 miles of Hongkong.

The British steamer Maharajah reports: Fine weather throughout the passage. Passed the French Mail 60 miles from Gap Rock at 7 p.m. on the 27th.

The Chinese steamer Hwai Yuen reports: Dense fog and calm first part, latter light southerly winds and fine clear weather. May 27th, spoke S. S. China off the Lamcocks.

The British steamer Ningpo reports: Left Shanghai at 1 p.m. on the 24th inst. Experienced calm and light airs throughout. Arrived here at 9 30 a.m. on 28th.

The British steamer Yotung reports: Light N.E. winds and fine weather.

PASSENGERS.

DEPARTED.

Per Achilles, for Amoy, 150 Chinese; for Shanghai, Messrs J. S. Raymond, and O. P. V. Cooper.

To DEPART.

Per Yangtze, for Shanghai, 70 Chinese.

Per Galley of Lorne, for Saigon, 100 Chinese.

Per Alber, for Amoy, &c., 2 Europeans, and 25 Chinese.

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POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—Per Yangtze, at 9.30 a.m. To-morrow, the 29th inst.

For SWATOW, AMOY, & FOOCHEW.—Per Kwangtung, at 11.30 a.m., on Thursday, the 29th inst.

For YOKOHAMA.—Per S. S. Tanais, To-morrow, 29th inst. Registry closes at 4.15 p.m. Mail closes at 4.30 p.m. Paid Correspondence may then be posted in the moveable box on board the Packet.

For SHANGHAI.—Per S. S. Yangtze, To-morrow, the 29th inst. Registry closes at 4.45 p.m. Mail closes at 5 p.m. Late Letters received from 5.10 to 5.30 with 18 cents Late Fee. Paid Correspondence may then be posted in the moveable box on board the Packet.

For SAIGON.—Per Galley of Lorne, at 5 p.m. To-morrow, the 29th inst., instead of as previously notified.

Per Palatin, at 4.30 p.m., on Saturday, the 31st inst., instead of as previously notified.

MAIL BY THE UNITED STATES PACKET.

The United States Mail Packet Belgio, will be despatched on SATURDAY, the 31st inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 P.M. Registry of Letters closes.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (excepted the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can on longer be sent by this route.

Hongkong, May 17, 1879. my31

MAILS BY THE BRITISH PACKET.

The British Contract Packet Lombardy, will be despatched on TUESDAY, the 3rd June, with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE FRENCH PACKET.

The French Contract Packet Tigre, will be despatched on TUESDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

The usual hours will be observed in closing the Mails, &c.

Letters for the United States by Sailing Ship.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 8 cents per half ounce as usual.

This Office then undertakes the duty of obtaining notice of departure and despatching the correspondence.

It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure:—

6 p.m.—Money Order Office closes; Post Office closes except the STAMP BOX, which remains open all night.

Day of departure:—

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters closes.

Posting of all related matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Alber leaves for Amoy, &c. Notice of optional cargo per Yangtze to be given before 9 a.m.

10 a.m.—Yangtze leaves for Shanghai.

Noon.—Kwangtung leaves for Coast Ports.

5 p.m.—Tanais leaves for Yokohama.

6 p.m.—Yangtze leaves for Shanghai.

General Memoranda.

FRIDAY, May 30:—

Noon.—Sale of Bombay Cotton Yarn at Godown of Messrs Douglas, Lapraik & Co.

SATURDAY, May 31:—

11 a.m.—Sale of Sundries at Godown of Messrs Melchers & Co.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

SUNDAY, June 1:—

Olaf goods undelivered subject to rent.

MONDAY, June 2:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

9 p.m.—Meeting of Zealand Lodge.

TUESDAY, June 3:—

Noon.—English Mail leaves for Ports of Call and Europe.

WEDNESDAY, June 4:—

Goods per Yangtze undelivered after Noon, subject to rent and landing charges.

TUESDAY, June 10:—

Noon.—French Mail leaves for Ports of Call and Europe.

THURSDAY, June 12:—

3.30 p.m.—Sale of Valuable Land, &c., at the Marine House.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

The *Loudoun Castle* was drawn by Mr Vinny, and the *Glencoe* by Captain Mackay of the C.N. Co.'s steamer *Hankow*. Some discussion had arisen over the *Loudoun Castle* having been bought by Mr Grant, who was not a subscriber. The *Glencoe* was bought by M. Molchanoff, a Russian. A remarkable fact in the lottery was that if anyone had bought the whole of the steamers, he would make a clear gain of \$500! No one apparently grasped the matter sufficiently to "go for" the whole of the steamers. The *Kiang-kuan* arrived late on the 17th May, and the *Hankow* was signalled on the morning of the 18th.

The *North China Daily News* writing on the combination of the tea buyers at Hankow this season, not to commence purchasing till samples of the bulk of the crop were on the market, says:—

The resolution is a wise one, and we would gladly hail the commencement of a better understanding between purchasers and did there seem the slightest hope of the understanding being continued. It seems strange to outsiders that there should have been any necessity for the formal arrangement described at Hankow. The evident interest of the buyers, individual as well as collective, might have been presumed to be sufficiently influential in guiding them to so plain a course. Unhappily, for some years it has been a scramble amongst the purchasers as to who shall be the first to buy, and the effect of a bad custom once introduced, as we but too frequently know, lasts long after the occasion for it has passed away. Eighteen years ago there may have been some reason for excitement on the opening of each tea season, but with the progress of events each year has shown less need for the rush to purchase. From one cause or other the supply of tea in China has always been in excess of the European demand, and exports have only been checked in each case by the arrival of news of an overstocked market. Now the natural result of such a state of affairs in an ordinary market would be to render each buyer cautious for himself, and careful not to interfere with the negotiations of his neighbour. It is a well established rule, not written but thoroughly understood by purchasers there, that a parcel of tea once offered must be sold at whatever sacrifice. It is likewise understood amongst purchasers that when an offer is made, it must be definitely accepted or rejected. These are but the ordinary rules prevailing amongst purchasers in a large and important trade; they recommend themselves for acceptance, and no one thinks that there is any occasion for drawing up binding agreements to act on them. The real reason is that ordinarily each individual acts for himself, and is well content to let his neighbours alone. Unfortunately the principle is reversed amongst tea buyers in China. Here it has become the custom for the seller to rise, and after offering his tea all about the market, and getting prices all round, the seller is not satisfied, he quietly withdraws his parcel for a more convenient season. Again, a buyer makes a bid for a shop of tea, and instead of his offer to be definite yes or no he permits his offer to be hawked about the market, and will himself, knowing the price offered by another inspector, without waiting for its rejection by the seller, seek to outbid him in his own market. There are evil customs not to be got rid of by any amount of combination. On the contrary, they arise from the rational desire of each one to do the best for himself, and as each might be expected to prevail in China as elsewhere. They do not prevail, and in consequence year after year less are hurried forward to arrive at glutted markets, and practically speaking the excitement of the rush is never permitted to cool down till the inevitable telegram comes on the arrival of the first crops that the market has been flooded to an extent beyond its capabilities of absorption. Now considering that the education of our tea buyers is conducted in a very close school, and that most of them have been during the entire of their business training closely associated personally, it is difficult to understand the absence of any *esprit*. It is nevertheless true that there is frequently exhibited a greater anxiety to get the better of each other than to purchase at remunerative rates. Each one seeks to raise the market on his neighbour, forgetting that the result of doing so is to raise it against himself; and a chaise may frequently be heard boasting of how he has succeeded in getting a chop for which he had a fancy out of the hands of a brother chaise. Notwithstanding that such practices are injurious to the trade generally, we never heard of a tea buyer being put in " Coventry " for the act. Now to our mind, not only is there no necessity for the strange competition which goes on freely at Hankow, but there are few or no trades which permit of so powerful an organisation of the buyers as the tea trade in China. A few simple and well understood rules would, without the objectionable practice of combination, be sufficient to effect a revolution. In most professions there is a recognised etiquette, the general observance of which not only keeps up the character of the profession at large, but comes to the help of each member when needed. Unfortunately, in China the absence rather than the presence of this etiquette has been the rule, but there is no sound reason for its absence. We should rejoice if our remarks had the effect of inducing the important body which every year proceeds to the ports of Hankow and Foochow to come to an understanding as to the advisability of establishing a code of honour amongst themselves.

THE HONGKONG EXCHANGE.

A meeting was held at the Chamber of Commerce Rooms, this afternoon, of those subscribing to, and the supporters of, the new Exchange for Hongkong—Hon. P. Ryrie in the chair. There were present: Messrs A. P. M'Gowan, J. Mackintosh, W. K. Hughes, T. G. Williamson, F. Sassoon, A. Oxon, E. R. Bellios, G. Sharp, T. Jackson, W. M. Morgan, A. S. Cohen, P. B. Camm, F. H. Arjane, R. D. Moha D. Sutcliffe.

The minutes of the general meeting of April 9, were read and approved. The advertisement calling the present meeting having been read, The Chairman said: The Committee ap-

pointed at the first general meeting, in virtue of the power given them to rent a suitable room for the proposed Exchange have rented the ground floor of Marine House at a monthly rent of \$100 for six months, with the option of continuing the lease if they see fit. Furthermore, the Committee elected a sub-committee, who have drawn up a series of rules; there were not many rules required for such an undertaking as we are about to initiate, and the rules they have formulated are not of an intricate nature. The rules, as revised and adopted by the General Committee, have been in your hands now for some time, and you will now be asked to adopt, reject or modify them. Before going into the rules, however, I would suggest that this meeting do proceed to formally vote in as members of the Exchange all firms and individuals who have signed the memorandum in which the scheme was originally set forth. The list (which contained 87 names) was then read over by the Secretary.

The Chairman remarked that they thus had already a fairly representative membership to begin with; once they were fairly started he was confident many more, particularly Chinese houses, would come in.

A list of fifteen Chinese houses which had not been sent in was also included in the formal motion, which was proposed by the Chairman, seconded by Mr G. Sharp, and carried unanimously.

The meeting then proceeded to discuss the rules *seriatim*, and after a few alterations, mostly of minor importance, they were adopted.

A question arose as to the right of members of firms to become members of the Exchange as individuals. The Chairman said this was not intended; they must join as a firm.

It was then suggested that the same rule should be applied to the Chinese, Mr Bellios submitting an amendment by the insertion of words precluding any person being a member of a firm from joining as an individual at the low rate. The amendment was carried.

Mr Sharp thought the fact that if Chinese men who pay 80 cents a month for the use of an office in the centre of the town, were to be the class of persons crowding the Exchange, the fundamental principle with which they started, namely, that a place of resort should be established where the principal merchants could meet at certain hours, making in fact a concession to those who desired to consult or deal with them, would be departed from. They wanted the piece goods merchants, freight brokers, and such like. Mr Kewrick, say, would not like to leave his office and go down to the Exchange and find himself amongst a crowd of these 80-cent Chinese, who did no business, but ran about all day wasting everybody's time.

The Chairman pointed out that as there was no intention of providing any writing materials suitable for Chinese, there was no risk of their making the Exchange their office. He did not anticipate the rush of the class of men Mr Sharp referred to. He believed the Chinese merchants for whom the Exchange was partly intended were men generally trading on their own account.

A clause was inserted allowing all assistants of firms who are members of the Exchange access to the Exchange.

The other alterations were unimportant. The meeting confirmed the appointment of Mr George as Secretary; there was no other business.

TRIPLE EXECUTION AT VICTORIA GAOL.

This morning, the three sailors, two Siamese and one Javanese, (Ali, Hassan and "John" or Kitchel), who were recently convicted of murdering at sea the Captain, and the first and second mates of the British barque *Kate Waters* (the last-named being also convicted of the murder of the cook on shore, and of a Chinese boy), were publicly executed in the Compound of the Victoria Gaol. There was a much larger attendance than we had anticipated, mainly European and Portuguese, considering the early hour, 5 o'clock, when those who were desirous of witnessing this final vindication of the Law had to present an appearance. No fewer than two hundred persons were present. The scaffolding was erected close to the protesting wall which overhangs the public roadway, and there too a large crowd of Chinese had collected to witness the execution. Admission to the Compound was by written permission of the Sheriff; this prevented a miscellaneous and noisy crowd gathering, and all the accompaniments of the scene were thus quiet and orderly. The men had not spent their time in the approved repentant-Peace fashion; they had been calm and unrepentant to the last moment, and to the last degree. A Mohammedan priest had seen them, but that was all. On Tuesday, being asked whether they desired to see anybody before the day of execution arrived, Ali asked permission for a woman belonging to his own country, and residing here, to see him; Hassan asked that four five men he knew residing in Lascar Row should be brought to him; "John" desired the interpreter to be sent for. All this was done, and they from four to five o'clock on Tuesday held a regular levee of their friends and others. Before the time of their execution they jointly emitted a statement to the effect that Ibrahim was the ringleader of the whole of the acts of rebellion with which their crimes of murder were connected. He conceived and stated to them his plan of revenge upon the Captain who had treated all of them most brutally; they were not unready to chime in with his suggestions because they had suffered so much at the hands of the master. They thought it hard that they only should suffer this utmost punishment, and that the others should escape. Again they declared that Ibrahim was the instigating and leader of their piratical and murderous acts.

At half-past five, the chapel exercises being over, the tolling of the bell announced that the men were on their way to the scaffold. The line from the gate door, across the compound to the black and ghastly arrangement of "logs, bolts, and bars" which was to seal their fate, was guarded by a detachment of European and Sikh constables. The executioner, a European soldier who has served out his time in gaol, and has been living there for some time as a destitute, getting out during the day to look for a ship, walked in front of them, his face covered with thick black crepe to conceal his identity. He was dressed in prison garb, as were also the victims who were soon to enter from the turn of his wrist. "Victoria Gaol" was liberally and picturesquely stamped all over their clothes, at the neck, wrists, ankles and in the most unexpected

situations. The Governor of the Gaol (Mr Tomchoy), and the Sheriff (Mr Sangster), walked in front of the solemn procession. The men were each under the charge of two Indian constables, and Warden Scudder and Cole accompanied them to the scaffold. The scaffold is a good enough double trap one, but is too low; this fault, we believe, is to be mended soon. The double-trap, in which the whole body of the platform where the victims stand, gives way, one half opening back, the other to the front, launching the men into Eternity, is greatly preferable to the single, the side of the stage trap. Marwood says:—

"The double trap's far and away the best of the lot, provided there's plenty of fall down below. The side trap's what they've got at Manchester, where the whole thing gets down from the side of a wall, and we all stand on a sort of hanging platform. He, you know, stands on the edge, which gives way from under his feet when I pull the bolt. It's much the same with the single trap; only that's fixed over a kind of well. So's the stage trap, where the man stands on a platform which slides down straight from under his feet. It might clog and catch, and that's why I don't like it. But the double trap's what I like best. There the man stands upon a platform in two halves, which are kept in their place by bolts. I withdraw these bolts by one turn of a lever; the divisions open all at once, falling away to either side, and he drops through. I'd make that the general system, I would, if it rested with me. There's no other way of making it a thoroughly sure business; and I have pondered and thought over it a good deal too."

The two tallest men in this case were hung from the back beam. Ali, the short lad, being in front. John, the one convicted of five murders, was bound and had his arms and face-covers adjusted first. Ali was dealt with next; during the time the executioner was tying him up Hassan, who has not been well in gaol, and is said to have been suffering from heart disease, fainted, and fell, being picked up at once by those in attendance. He had to be supported until the lever was moved that deprived him of life. Instantaneously on the drop Hassan died; partly it may be from his weak heart; but likely from his long drop. The platform of the scaffold was about 8½ feet high; and he had the longest drop, his toes being within half an inch of the ground. John struggled for a few seconds, but was soon dead. Ali, the lightest and shortest of the three, had, stupidly enough, the shortest drop; and more stupidly still, the knot of the noose was put under his chin, with a good 2½ inches between it and his windpipe. He struggled and breathed heavily for several minutes, a sight certainly not pleasant to behold, and one which might very easily have been avoided. After they had hung a short time, Dr. Ayres examined the bodies and certified that they were dead; they were, however, allowed to hang for an hour, after which they were cut down.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL," Hongkong, 28th May.

Sir,—Like many other persons, I gratified my morbid feelings in witnessing those horrid, miserable murderers shot from the scaffold this morning; and I must say a very ghastly spectacle it was. Now, I undertake to say that I could have done the work much more neatly, and in the twinkling of an eye, I would have passed those miserable wretches from life to death, without pain, agony or their knowledge of the fact, without scaffolding. "Jack Ketch" or any painful exhibition to be seen. However, be that as it may, my question now is,—why should these three murderers not be cremated after death? What do Mussulmans care for hanging? Absolutely nothing. They are taught by their belief in the Koran that to kill an infidel is a passport to the land of the Peri; it is therefore no sin; and this doctrine is essentially the belief of a so-called Wahabi, the warlike caste of Mussulmans. Jehads* are continually being got up by these fighting votaries, which the British Government are unable to track to any particular person, the towns of India, Secunderabad, Patna, Lucknow, Poona, Peshawar &c., are full of such rebellious spirits. If I am rightly informed these wretches, who have gone to their long account this morning, entertained this Wahabi doctrine, as they refused all spiritual consolation either from parson, priest, or mourner. They have shown their utter contempt for our law or Christian belief that "thou shalt do no murder"; those men killed infidels, and their belief was that they would go to Paradise for it, so long as their bodies remained whole. Cremating the bodies (within the precincts of the gaol) of the assassins of Lord Mayo, and Chief Justice Norman, had much good effect in decidedly stopping other high officials from being assassinated who had received threatening letters (1871-72). The Mussulman belief is that, when the body is cremated the soul becomes as that of a dog, and thereby loses its chance of redemption, and that happy hereafter, which it otherwise would attain. I therefore think the bodies of these malefactors should have been cremated, if these executions are intended to be a warning or deterrent to those other scoundrels of the same caste, and religious proclivities—whose name is legion.—Boasting about the "Great Oceans" in vessels flying the British flag.

INDICATOR.

* Jihad,—a crusade against Christians, and infidels.

Police Intelligence.

(Both Magistrates Sitting.) Wednesday, May 23.

DAUNE. Peter Doberty, seaman unemployed, was fined \$1 for being drunk and refusing to pay chair-hire.

AN OLD THIEF. Chuan Aon, a barber, and an old offender, was committed for trial on a charge of snatching \$1,000 cash from a money-changer's stall.

HARSHLY ASSAULT. Wong Aung, a barber, was charged, with others not in custody, with assaulting one Chan Yin, a hawker, with iron bars. Complainant said he was certain of the defendant's identity; he believed that he was assaulted because he had recently given information to the police about some thieves. Defendant, who denied the charge, was sent to two months' hard labour.

ALLEGED LARCENY OF \$470. Chung Ahng, a servant, was charged by Dr. William Clarke Eastlake on suspicion of stealing \$470.

Mr Eastlake sworn, stated: Yesterday at half past two o'clock I looked up \$230 in notes, and two cheques, one of \$200 on the Oriental Banking Corporation, and one of \$40 on the Hongkong & Shanghai Bank. The prisoner, who is a house-boy in my employ, and has been with me for three weeks, was looking on at the time. After looking the box, I put the key in my wife's purse and laid it down on her dressing table and then went downstairs into the parlour where my wife was. Four or five minutes later on I heard footsteps upstairs close to where the cash-box was lying. I rang the bell, which was answered by the butler, and sent him upstairs immediately for the purse. He brought it back in less than one minute with the key in it. In the afternoon about half-past five o'clock, I wanted to put some more money in the cash-box, and went upstairs to do so. My wife opened the cash-box in my presence, taking the key from her purse, and found that the \$230 and the two cheques were gone. The prisoner was in the room at the time. I said to my wife, pointing to the prisoner:—"There is the man who stole my money." He said nothing, but walked up and down the passage in an excited state, and went out into the back verandah for a minute. I then went for a detective, telling Dr. Van der Horck to keep a watch upon the prisoner, and every one in the house. I sent a detective from the Central Police Station, up to the house. I next went to the Banks and stopped payment of the cheques. On my return I found Sergeant Toomey in the house, and through him caused the prisoner to be arrested. This morning about 7 o'clock, Dr. Van der Horck called my attention to an envelope on the roof of the kitchen, and went on the roof and brought back the original envelope in which the two cheques had been placed. A person could easily have thrown the envelope on to the roof from the back verandah upstairs, where the prisoner went on the robbery being first discovered. The envelope was very high up on the roof, as if some one had tried to throw it over the roof and failed. The prisoner brought no character; at least I did not ask him if he had one. He was introduced by my office boy (Aing). At the time I looked up the money Dr. Van der Horck was the only person upstairs besides the prisoner; he was lying down in a room at the opposite side of the passage. Before going downstairs I walked round the back verandah and through my own room and satisfied myself there was no one else upstairs at the time.

Li Ahang declared, stated: I am butler to the last witness, and have been in my employ for three months. Yesterday at half-past two o'clock I was in the dining room; my master came into the room, and told me to bring down a purse of the table in my mistress's room. I went upstairs, took the purse of the table, brought it downstairs, and gave it to my master. The prisoner was in the room where the purse was, putting my master's clothes in order. Shortly after my master went out, and I looked for the prisoner in order to get him to put my mistress's clothes in order, but he could not find him. At about 5 p.m., the prisoner came into the dining room, where I was. I asked him no questions. A little after 7 p.m., a police Sergeant came to the house, and a Chinese inkong was put on watch over the servant's quarters. At this time I knew nothing of the robbery. My master returned about a quarter past seven, and then told me he had been robbed of \$470. My master and mistress, their two sons, with the European Sergeant, Chinese Constable and the prisoner, were all in my mistress's room. My mistress asked me if I knew who took the money. I said I did not know. She asked me if the prisoner was in the room when I fetched the purse, and I replied that he was. I then went downstairs, and shortly afterwards I saw the Sergeant search the prisoner's room, and take the prisoner into custody. I can swear the prisoner was not in the house from half-past two o'clock till five o'clock. I never asked him why he had been absent, it was not my business.

In reply to defendant he said, I cannot say if you asked me permission to go out when you were sitting on the bed. I was sleeping at the time.

The case was remanded for one week at the request of Sergeant Toomey.

THE ASSAULT IN AMOY HARBOUR.

Peter Nelson, second officer British barque *Parma*, was charged with having assaulted one Lan Ahnui, a seaman belonging to the same vessel, on board of the ship on the 10th May instant in Amoy harbour striking him with a cane, fracturing his skull and endangering his life.

P. C. Stewart proved taking the defendant into his custody on board the S. S. *Albat* yesterday.

The Captain produced his log-book and showed an entry signed by the British Consul at Amoy. Eight witnesses also arrived by the same vessel.

Richard Humphreys Abbott sworn stated: I am the master of the British barque *Parma*, at present lying in Amoy harbour. The defendant was the second mate of the vessel. On the 10th instant we arrived at Amoy from Chefoo. At about 1.30 p.m. of the same day the mate came to me looking much alarmed and called me forward. I went out on deck and then saw one of the Chinese able seamen running about the deck with two knives, one in each hand. He was not pursued by anyone but appeared to be in a very excited state as if he had been smoking opium or drinking samshu. I did not hear him say anything. I went up to him and took one of the knives away; I was going to take the other, when he ran away. As soon as I saw the man (Ahui) I told the mate to get the handcuffs, as I judged from his manner that he was dangerous. I was not afraid of him as I thought he could have no ill feeling towards me. As soon as he ran away, I pursued him, and we ran all over the fore deck, and in and out of the fore-castle. We might have been running about for two or three minutes, when he climbed up on the port side, to the top-gallant fore-castle. I did not notice the defendant while I was chasing Ahui. The latter had got on the top-gallant fore-castle before the mate returned forward with the iron. I followed Ahui onto the top-gallant fore-castle not more than half a minute behind him. There were a lot of spar-ling fore and aft on the deck, and I had to go round them and then to the fore side of the captain to the starboard side. I then saw Ahui lying on the deck bleeding very freely, he was not on the fore-castle. Defendant was leaning over him, trying to

raise him up. I saw none else on the top-gallant fore-castle. I did not see what became of the knife, in fact, I never looked for it. Almost immediately there was an uproar, the crew rushed on deck; they were going to attack the second mate (defendant), and were armed with heavers and everything they could pick up, about the decks, to revenge themselves on the defendant. I did not think the man was seriously out at first, and was going to dress the wound myself, but he was put into a boat by the crew without my orders, and taken on shore and to the Consul and thence to the hospital. I noticed that the mate had an iron belying pin in his hand when my attention was first directed to Ahui, and told him to return it to the rail. I have often seen Ahui under the influence of opium, but I have never before seen him in so excited a state as at the time I have described. I think the excitement was caused by drink, he looked very wild and his eyes were staring.

Defendant said that he did not wish to ask the Captain any question; only he would like to know if the Captain did not see Ahui with a knife upraised as if to stab him (defendant).

Witness said that he saw a knife in the man's fist and he looked as if he meant to use it. He did not speak while he was running. Witness called to him to stop two or three times, but he would hear nothing.

Li Aha, the boatwain, who was next examined, said:—On the afternoon of the day we arrived at Amoy from Chefoo I was on the deck; we had resumed our work after dinner. The carpenter and Ahui were just inside the fore-castle, and I was near the foremast. Ahui came outside. He was going to lend the carpenter a small knife to scrape the foremast. Ahui went into the fore-castle to get the knife, and the mate asked him if he was going to smoke, and why he did not go to his work. Ahui was coming out of the fore-castle with the knife in his hand when the mate slapped his face. Ahui then ran on to the top-gallant fore-castle, and the mate called to the defendant to catch him. Defendant then gave chase, picked up a capstan-bar, and struck Ahui on the head. Ahui fell down, and then the Captain came upon the scene. Witness was quite certain the Captain did not run after Ahui before he (Ahui) went upon the fore-castle. Ahui never threatened defendant with a knife; he had a knife in his hand, but was running from the defendant.

Six other Chinese members of the crew gave corroborative evidence, and the case was then remanded till to-morrow.

DEFICIENT WEIGHTS &c.

Leung Shiu, proprietor of the Kwong Tai Chandler's shop, 26 Aberdeen-street; Cheung Tak, proprietor of the Yee Hop Chandler's shop, No. 6 Tark Lane; and Li She, proprietor of the 1 in Mow Chandler's shop, No. 1 A'sor Buildings, were charged by Inspector Orley with being found in possession of deficient measures and weights.

Mr Ng Choy, who appeared for all three defendants, contended that the measures were not measures within the meaning of the Ordinance; they had no specific capacity, and were not represented as containing a catty or half catty or any other weight of rice. He further said that, there being no standard catty, the defendants could not be punished even if they had a deficient weight of that denomination. His Worship took a different view of the case, and said he thought the evidence clearly showed that the measures were deficient; he therefore fined the first two defendants \$40 each, in default two months' hard labour; the third \$15, in default 21 days' hard labour.

NEWS BY THE FRENCH MAIL.

The M. M. Co's steamer *Yang Tai*, Captain Nomdedden, from Marseilles with the London mail of the 18th April, arrived this afternoon.

TELEGRAMS.

(Straits Times.) London, May 13.—The Secretary of State for the Colonies made a statement concerning the Boers, whose camp was broken up on 18th April, when they dispersed quietly.

St. Petersburg, May 16.—According to an official statement of the Russian Government, the termination of the evacuation of Turkey will not be before 25th July next.

London, May 16.—The publication of the Diplomatic correspondence between the Government of England and Russia shows a clear understanding regarding the strict execution of the stipulations in the Treaty of Berlin relative to an administrative autonomy (unintelligible) Roumelia.

Bombay, May 19.—Yakob Khan has at length agreed to satisfactory bases of Treaty which the viceroyal Council of India has been summoned to consider.

(From Indian Papers.) London, May 2.—The following is the result of the race for the 1,000 guineas, which was run this day: Wheel of Fortune first, Abbays second, and Reconciliation third.

Calcutta, May 6.—General Roberts held a review of the troops at Alkhalgal on the 5th. 5,000 infantry, eighteen guns, and cavalry are still in the Kuram Valley. He afterwards held a grand durbar, and presents were given to friendly tribes. Addressing the chiefs, General Roberts said that, whilst aware of the double part many played, he forgave the past, but they must be sincere in the future and not be misled by Moollahs. Freedom of religion was guaranteed as long as the British remained. The Government would be made as little irksome as possible, whilst security of life and property would be insured. The Government had no intention of retaining Kandahar or Jellalabad.

London, May 6.—In the House of Lords Lord Salisbury, replying to a question, said that the British Government accepts the Russian interpretation of the Berlin Treaty as regards the evacuation of Bulgaria and Roumelia, that it should commence on the 8th May and end on the 3rd August.

An autograph letter from the Czar to the Sultan notifies that the evacuation has commenced, and urges the maintenance of friendly relations.

London, May 6.—Advices from Capetown, dated 22nd April, state that preparatory movements for a British advance had commenced. The 21st, 65th, and 84th regiments had marched to Dornberg under General Newdigate. General Crealock commands the lower Angola column. The actual advance will be made in a fortnight's time. The House of Lords has thrown out on the second reading the bill for legalising

marriage with a deceased wife's sister. The Prince of Wales gave his support to a petition presented in favour of the bill.

London, May 9.—In the House of Commons, Mr. Dilwyn, the member for Swansea, gave notice of a motion declaring that the direct interference of the Sovereign in India and in the foreign policy of the Government was not in accordance with constitutional usages. Mr. Fawcett gave notice of amendment that while the House was resolved to maintain its privileges it had not been shown that the Sovereign had acted without advice or was responsible for her Ministers. The Government accepted the amendment, and the debate was fixed for May 13th.

Aden, May 8.—The *Ventura*, with the mails of 25th April, started for Bombay at eleven last night, and the *Mongolia*, for Galle and Calcutta, at two this morning.

London, May 8.—The Board of Trade returns for the last month continue unfavourable.

Lahore, May 9.—Yakob Khan arrived yesterday at General Sir Sam Browne's camp. Major Cavanari went to meet him. Yakob Khan was impressed with the display of troops and was highly pleased. He telegraphed the news of his arrival to the Viceroy, who expressed a hope of durable friendship.

London, May 1.—Advices from Capetown dated 15th April state that a force of stormials had attacked and attempted to storm the stronghold of Mososi, the Basuto chief, but were unsuccessful and suffered a loss of twenty-six killed and wounded.

Simla, May 3.—Yakob Khan has announced his intention of proceeding to the British camp in person to interview the British authorities with a view to ascertain by personal discussion whether friendly relations can be restored between the two Governments. All is perfectly quiet at Candahar. The revenue from the surrounding districts is coming in to the British Government quite peaceably.

Madras, May 3.—Affairs at Mandalay are quiet, the report of further executions being untrue.

Simla, May 4.—Yakob Khan marched out of Kabul on the 2nd. He sent Yakta Khan, his father-in-law, to look after his affairs in Afghan Turkestan.

Jaffa, May 6.—A terrible calamity occurred at a Hindu temple festival at Karavetti, 6 miles from here, (Point Pedro) about 2 o'clock on Sunday morning. Whilst carrying the swami round the inside of the temple enclosure some one accidentally held a torch too high, which set fire to the decorations of the pandal attached to the temple. The temple enclosure was crowded with people. Many tried to rush in from the outside to see what was the matter, and met those trying to get out, and got jammed near the temple gateway. In a very short time the light pandal roof and decorations fell and burnt upon a mass of people. 41 dead bodies, burnt or suffocated, have been taken out, besides many others taken away badly injured, of whom 20 are said to have since died; other deaths are expected. (An inquest was held on Sunday afternoon. The calamity is attributed to accident. The deaths are attributable to the panic in rushing in of people from all sides to that spot then burning and the mass falling upon them.

(London and China Express, April 18.) The sailing of the *Tyne*, store and troopship, which was to have left Sheerness this week for the China station, has been postponed, and she will not arrive at Portsmouth till the 22nd inst. She takes out stores to the Cape of Good Hope, and superannuaries for the gunboats *Mosquito*, *Lily*, *Sheldrake*, and *Albatross*.

The *Pegasus*, a composite sloop, Commander the Hon. H. N. S. Hood, has returned to Plymouth from her experimental cruise in the Channel, which is reported as having been very successful. She will leave for the China station to-day.

The *Nassau*, a screw-sloop, Commander Wm. M. Lang, recently arrived from China, was paid off at Sheerness on the 16th inst.

The *Himalaya* troop ship has arrived at Suez, homeward bound, from Hongkong and Singapore.

A correspondent writes:—The *Foxhound*, a gunboat, which left England as long ago as January, 1878, for the China station, but which was delayed in the Mediterranean, has at last arrived on her station, and I fear that her reception may not be as pleasant as Lieutenant-Commander Nowell could wish.

The fact is, the *Foxhound* has had the misfortune to take the ground on her passage, and on the receipt of the report at the Admiralty it has been thought, I am told, that there was a certain amount of caution wanting. Consequently a court-martial to inquire into the causes of the mishap is not improvable. Assistance was rendered to the *Foxhound* by an Italian steamer, but no claim for salvage was made by the captain of that vessel, which affords rather a contrast to those ships of our own mercantile marine which helped the *Malabar*, and are not satisfied at the amount the Admiralty offered to pay.

The woman Kate Webster and John Church were brought up on remand at Richmond yesterday, charged with being concerned in the murder of Mrs. Thomas on March 2. Church was discharged, and the woman was again remanded.

Latest Mail Advices.—Yokohama (via San Fran.), Mar. 4; Shanghai, Mar. 1; Foochow, Mar. 4; Hongkong, Mar. 8. The advices dated as above, from China and the Straits Settlements, were received by the French Mail, via Naples, on the 12th inst., and from Japan, via San Francisco, on the 9th inst. The next inward P. and O. mail, bringing a week's later dates, left Brindisi on the 16th inst., and will reach London to-morrow, two days early.

Chen Lan-pin, the Chinese Minister to Washington, and his suite left New York for Liverpool, en route to Madrid, on the 12th inst. Mr W. Elwell Goldborough has been appointed United States Consul at Amoy.

It is reported in Paris that the Chinese Government purposes establishing a Consular agency at Saigon. The increasing number of Chinese who form one-fourth of the population of the colony has rendered the measure needful.

It is announced that the Russian Government has resolved upon the surrender of Kuldja to the Chinese.

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Freight will be received on Board until 4 p.m. of the 30th May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

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Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

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H. M. BLANCHARD,
Acting Agent.
Hongkong, May 26, 1879. my81

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship ALASKA will be despatched for San Francisco, via Yokohama, on MONDAY, the 2nd June, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE, A REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY, and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m. of 1st June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, May 8, 1879. jn2

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTH-AMPTON, AND LONDON (Direct);

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY, Captain W. B. Hall, will leave this on TUESDAY, the 3rd June, at Noon.

For further Particulars, apply to
A. MEYER, Superintendent.
Hongkong, May 20, 1879. jn8

INSURANCES.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCES on MARINE RISKS at Current Rates to all parts of the World.

Apply to
MEYER & Co.
Hongkong, February 10, 1879. jn1

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant POLICIES against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.
Hongkong, August 18, 1879. jn1

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant INSURANCES at current rates.

MELOHRS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant INSURANCES as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Rates and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant INSURANCES at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1866.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

From Harbour Master's to the P. and O. Co. N. Office.					8. From Pier to East Point.			
Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	2b	Stewart	Brit. str.	780	May 27	P. & O. S. N. Co.		
Alaska	5c	Seabury	Amer. str.	3452	May 10	P. M. S. S. Co.	Ythama & S. F. Co.	2nd prox.
Albay	5b	F. Ashton	Brit. str.	356	May 27	Douglas Laprak & Co.	Amoy, &c.	at daylight
Amoy	4c	Drowes	Brit. str.	814	May 28	Stamson & Co.	Bangkok	
Argyll	5b	Scott	Brit. str.	1271	May 17	Jardine, Matheson & Co.	Hankow	To-day
Belgic	5b	Meyer	Brit. str.	1716	May 19	O. & S. N. Co.	Ythama & San F. Co.	31st inst.
Bombay	1b	Stewart	Brit. str.	749	Feb. 17	Kwok Acheong		
Briabane	5b	Raddell	Brit. str.	1700	May 23	Gibb, Livingston & Co.	Australian Ports	Coast Dock
Charlton	2b	Johnson	Brit. str.	738	May 23	Melchers & Co.		
China	5c	Alderton	Brit. str.	1038	May 16	P. & O. S. N. Co.	Yokohama	Mails
City of Santiago	7c	Peters	Brit. str.	1291	May 27	Adamson, Bell & Co.		
Crusader	4c	Rowin	Brit. str.	647	May 26	J. Pittman		
Emeralda	4c	Oullian	Brit. str.	395	May 20	Russell & Co.	Manila	Abdeen Dock
Fame	6b	Stopand	Brit. str.	117	May 19	H. K. & W'pon Dock Co.		Tug Plying
Galley of Lorne	8b	Dryden	Brit. str.	1389	May 19	Gibb, Livingston & Co.	Saigon	30th, daylight
Heperia	5b	Johnson	Ger. str.	1138	May 27	Stamson & Co.		
Killarney	4c	O'Neill	Brit. str.	1080	May 15	Gibb, Livingston & Co.	Foochow	
Kiungchow	1b	Goggin	Brit. str.	365	May 27	Kwok Acheong		
Kwangtung	5b	Hunter	Brit. str.	875	May 24	Douglas Laprak & Co.	Coast Ports	To-morrow
Leyte	5b	Zublaquiere	Span. str.	312	April 8	Russell & Co.	K'loon Dock	
Maharajah	2b	Clark	Brit. str.	994	May 28	Stamson & Co.		
Mingpo	5c	Cass	Brit. str.	761	May 28	Stamson & Co.	Shanghai	
Olaf	5c	Andersen	Dan. str.	976	May 26	Stamson & Co.		
Paladin	3c	Parker	Brit. str.	897	May 22	Arnhold, Karberg & Co.	Saigon	31st inst.
Rajasthanhar	5b	Hopkins	Brit. str.	933	May 19	Fuen Fat Hong	Bangkok	Sands' Slip
Salvadora	5b	Larrinaga	Span. str.	615	May 19	Remedios & Co.	Manila	To-day
Sea Gull	8b	Haydon	Amer. str.	48	May 24	China Traders' Insurance Co.		
Somerset	3c	Lopez	Span. str.	240	May 19	Vogel & Co.	Manila	To-day
Tanais	5c	Marcelle	Frb. str.	1000	May 24	Messageries Maritimes	Yokohama	Mails
Yangtze	4c	Schultze	Brit. str.	782	May 28	Stamson & Co.	Shanghai	To-morrow
Zephyr	1b	Bauer	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Abbie N. Franklin	4b	Howes	Amer. bge.	460	Mar. 6	Captain		
Advance	2c	Spencer	Siam. bge.	336	May 17	Chinese		
Aleppo	1c	Falconer	Brit. bge.	665	April 27	Borneo Co., Limited	Manila	
Alexa	8c	Robb	Brit. bge.	424	April 20	Jardine, Matheson & Co.	Foochow	
Allice O. Dickerman	3c	Bugant	Amer. 3m. sc.	501	May 15	Order		
Anne	2c	Lasson	Dan. scb.	171	May 19	Chinese		
Aurora	3c	Milne	Brit. bge.	294	May 20	Chinese		
Beethoven	.....	Haje	Ger. bge.	340	May 14	Melchers & Co.		
Black Prince	7c	Howes	Brit. str.	751	May 4	Russell & Co.	Foochow	
Carrioke	7b	Jones	Brit. bge.	976	May 21	Meyer & Co.		
Chamron Kamrye	2c	Stobbe	Siam. bge.	.....	May 15	Kin Tye Loong		
Channel Queen	2c	Laohour	Brit. bge.	608	May 24	Edward Schellhas & Co.		
Ching-too	3c	Barker	Brit. 3m. sc.	304	May 24	Borneo Co., Limited		
Clara	7c	Outter	Brit. str.	987	May 25	Borneo Co., Limited		
Edith	4c	Manson	Amer. str.	1178	April 30	Vogel & Co.	San Francisco	
Edward May	4c	Johnson	Amer. bge.	828	April 8	Russell & Co.	New York	
Ellasbeth	4c	Ohlsen	Ger. bge.	447	May 18	Wielser & Co.		
Excelsior	8c	Eddy	Amer. bge.	695	May 17	Captain		
Fulda	1b	Basson	Ger. bge.	834	May 8	Melchers & Co.	Cebu	
Gauntlet	7c	Lucas	Brit. bge.	666	May 17	Gibb, Livingston & Co.		
Gertrude	4c	Prance	Brit. bge.	483	April 18	Carlowitz & Co.	Callao	
Golden Fleece	4c	Willshire	Brit. bge.	898	Mar. 10	Vogel & Co.	Hamburg	
Hattie E. Tapley	8c	Tapley	Amer. str.	946	April 28	Vogel & Co.	New York	
Hawthorn	2c	Mead	Brit. bge.	296	May 28	Wielser & Co.		
Haze	4c	Evans	Amer. str.	862	April 13	Vogel & Co.	New York	
Henrik Ibsen	3c	Daa	Norw. bge.	274	May 11	Edward Schellhas & Co.		
Highlander	4b	Hutchinson	Amer. str.	1852	June 19	Vogel & Co.		
Hongkong	3c	Oam	Ger. 3m. sc.	219	May 10	Arnhold, Karberg & Co.		
Irene	3c	Yates	Amer. scb.	481	May 16	Russell & Co.	New York	
John R. Stanhope	2c	Pillsbury	Amer. bge.	407	May 5	Arnhold, Karberg & Co.		
Julia A. Brown	8c	Nickerson	Amer. scb.	542	May 25	Douglas Laprak & Co.		
Juliane	3c	Jeetmann	Ger. 3m. sc.	187	May 15	Captain		
Krung Thep	2c	Duhrssen	Siam. bge.	488	May 20	Stamson & Co.		
Memnon	3k	Wass	Amer. str.	850	April 18	Melchers & Co.	Hollo	Cleared
Patric	5k	Schultz	Ger. bge.	395	May 1	Stamson & Co.	Hamburg	
Patric	3k	Christiansen	Ger. bge.	281	May 17	Arnhold, Karberg & Co.		
Perla del Oceano	4c	Aldecoa	Span. scb.	219	May 20	Chinese		
Phaeton	8c	Scheel	Brit. bge.	676	April 10	Wielser & Co.	Callao	
Philippine	4k	Southwood	Brit. bge.	300	May 17	Wielser & Co.		
Prima Donna	4c	Lunt	Amer. str.	1450	April 16	Vogel & Co.	London	
Samatra	3k	Clough	Amer. str.	1090	Sept. 8	Russell & Co.		
Yesuvius	4c	Gull	Amer. bge.	813	April 26	Russell & Co.	San Francisco	
Young Slam	2c	Benndictsen	Siam. str.	701	May 9	Kin Tye Loong		
Zouave	8k	Means	Amer. str.	1202	April 25	Captain		
WHAMPOA								
Anna Bertha	.....	Krause	Ger. bge.	408	May 15	Stamson & Co.	Newchwang	
Faugh Balough	.....	Ritte	Ger. bge.	240	May 16	Carlowitz & Co.	Chefoo	
Florence Nightingale	.....	McIntyre	Brit. bge.	464	May 14	Arnhold, Karberg & Co.	Hien sin	
Malvina	.....	Kluge	Ger. bge.	479	May 7	Captain	Newchwang	
CANTON								
Cassandra	.....	Langer	Ger. str.	937	May 21	Stamson & Co.		
Hwal Yuen	.....	Wilson	Ohl. str.	984	May 28	C. M. S. N. Co.	Shanghai	